

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000636**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 01-Feb-2008**Location:** Changxing Island, Shanghai, China

**Submittals(New / Total):**      **CWR's:** /      **HSR's:** /      **NCR's:** /

Item	Title	Detail
1	Major component movement	<p>OBG Production:</p> <p>Machining and beveling closed-ribs, No other work was observed.</p> <p>Tower Production:</p> <p>No work observed</p> <p>77m Tower Mock-up:</p> <p>No work observed</p> <p>89m Tower Mock-up:</p> <p>Welding diaphragm fill plate to diaphragm and skin plates.</p> <p>114m Tower Mock-up:</p> <p>Drilling holes for tower splice.</p>
2	Meetings attended	<p>QA met with ABF and ZPMC at 1300 to discuss the schedule and issues. ZPMC requested to schedule a follow-up meeting on Weekly Welding Reports.</p> <p>ABF QCM Steve Lawton explained some UT indications that QC observed on the 89m Tower Mock-up on a 90mm Stiffener to Skin Plate CJP weld. The indication appears to be in the base metal approximately 10mm away from the weld joint. It was detected with a 45 degree transducer but is not visible in the lamination scan. Caltrans suggested that ZPMC submit a CWR detailing the indication and requesting not to repair. The discontinuity can be further explored when macro-etch samples are taken from the completed mock-up.</p> <p>Caltrans asked a follow-up question regarding the leveling and survey of the closed-rib inspection table. ZPMC still needs to follow-up with their personnel.</p> <p>Caltrans asked if ABF and ZPMC intend to change the Deck Plate</p>

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fabrication procedures to correct the straightness of the closed-ribs caused by the welding of the interior end diaphragms. ABF and ZPMC have not determined the changes at this point.

ABF Fabrication Manager Dave Williams asked ZPMC for a schedule and approximate manning levels over the Chinese New Year Holidays. ZPMC will check with their Production Manager.

ABF QCM Steve Lawton explained the proposed preventative actions for the longitudinal and transverse cracks occurring in the Tower Mock-ups and OBG production. ZPMC is proposing to increase pre-heats and add post heats. The amount of pre-heat and post heat will vary depending on the thickness of the members being welded and has not been determined yet.

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3 Key conversations

ZPMC informed QA that they would be welding the Production Monitoring Tests and Closed-rib Welds. However, later they cancelled these activities and stated this would not be performed until after the Chinese New Year holiday.

Caltrans met with ABF Fabrication Manager David Williams to confirm information about the closed-rib welding and slow down observed in production. Mr. Williams had received information from his staff detailing the slow down observed and the status of closed-rib welding. Mr. Williams stated he would speak with ZPMC managers to confirm the status of closed-rib welding and obtain an estimate of production activities during the Chinese New Year Holiday.

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4 Logistics

All ferries were cancelled at 3pm due to snow obscuring the visibility and the day shift stayed on the island. No work was being performed by ZPMC at night.

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**Inspected By:** McClary,David

Quality Assurance Inspector

**Reviewed By:** Lowry,Patrick

QA Reviewer

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